Annapolis Department of Parking & Transportation

Characteristics

308 Chinquapin Round Road Annapolis, MD 21401 (410)263-7964

System Wide Information

Bus \$1,120,197

\$116,915

2,311,036

296,608

712,036

2,299

20,332

0.0

15

5.8

15

1.6

3

0

0%

\$3.78

\$55.10

\$0.48

\$1.57

2.40

35.02

3.00

2.50

2.00

1.50

1.00

0.50

0.00

Chief Executive Officer: Danielle Matland, Deputy Director

Demand

Response \$581,131

430,200

197,700

113,050

14,250

N/A

7.5

N/A

33%

\$2.94

\$1.35

\$5.14

0.57

7.93

'95 '96 '97

Passenger Trips per

Vehicle Revenue Mile

\$40.78

0

325

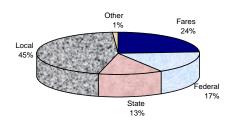
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Modal Information

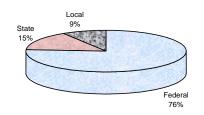
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General Information	Financial Information				Characteristic	
Urbanized Area (UZA) Statistics - 1990 Census		Fare Revenues Earned				Operating Expense
Annapolis, MD	Directly Operated \$453,364			\$453,364	Capital Funding	
Square Miles	40	Purchased Transportat		0	Annual Passenger M	
Population	78,590	Total Fare Revenues Earned \$453,364			\$453,364	Annual Vehicle Reve
Population Ranking out of 405 UZA's	268			_		Annual Unlinked Tri
		Sources of Operating I	funds Expende	d	6422 717	Average Weekday U
		Passenger Fares Local Funds			\$432,717	Annual Vehicle Reve
Service Area Statistics		State Funds			831,398 232,000	Fixed Guideway Dire
Square Miles	10	Federal Assistance			317,230	Vehicles Available fo
Population	50,000				Average Fleet Age in Vehicles Operated in	
i opulation	30,000	Total Operating Funds Expended \$1,837,174			Peak to Base Ratio	
		Total Operating Funus Expended \$1,037,17			φ1,057,174	Percent Spares
Service Consumption						Incidents
Annual Passenger Miles	2,741,236	Summary of Operating Expenses				Fatalities
Annual Unlinked Trips	825,086				\$1,496,135	
Average Weekday Unlinked Trips	2,624				127,784	Performance 1
Average Saturday Unlinked Trips	2,289	Purchased Transportation			0	T CITOTIMUNEC I
Average Sunday Unlinked Trips	545	Other Operating Expenses 77,409			Service Efficiency	
		Total Operating Expenses \$1,701,328			Operating Expense p	
						Operating Expense p
Service Supplied		Reconciling Cash Expenditures			\$135,846	
Annual Vehicle Revenue Miles	494,308					Cost Effectiveness
Annual Vehicle Revenue Hours	34,582	Sources of Capital Funds Expended			011.070	Operating Expense p
Vehicles Available for Maximum Service		Local Funds State Funds			\$11,070	Operating Expense p
Vehicles Operated in Maximum Service	e 18 7				17,245 88,600	Service Effectivenes
Base Period Requirement	1	Federal Assistance 88,600 Total Capital Funds Expended \$116,915			Unlinked Passenger	
		Total Capital Fullus Expended \$110,915			Unlinked Passenger	
Vehicles Operated in Maximum Service	e	Uses of Capital Funds				Ollilliked Lasseliger
·						Bus
Directly	y Purchased		Rolling	Facilities		Operati
Operated			Stock	and Other	Total	Vehicle
Bus 1:		Bus	\$0	\$116,915	\$116,915	\$6.00
Demand Response 18	3 0	Demand Response	0	0	0	\$5.00
Total 18	8 0	Total	\$0	\$116,915	\$116,915	\$4.00
						100 miles (100 miles (
						\$3.00
						\$2.00
						\$1.00

Capital Funding Annual Passenger Miles Annual Vehicle Revenue Miles Annual Unlinked Trips Average Weekday Unlinked Trips Annual Vehicle Revenue Hours Fixed Guideway Directional Route Miles Vehicles Available for Maximum Service Average Fleet Age in Years Vehicles Operated in Maximum Service Peak to Base Ratio Percent Spares Incidents Fatalities **Performance Measures** Service Efficiency Operating Expense per Vehicle Revenue Mile Operating Expense per Vehicle Revenue Hour Cost Effectiveness Operating Expense per Passenger Mile Operating Expense per Unlinked Passenger Trip Service Effectiveness Unlinked Passenger Trips per Vehicle Revenue Mile Unlinked Passenger Trips per Vehicle Revenue Hour Bus Operating Expense per Operating Expense per Vehicle Revenue Mile Passenger Mile \$6.00 \$0.80 \$5.00 \$0.60 \$4.00 \$3.00 \$0.40 \$2.00 \$0.20 \$1.00 \$0.00 \$0.00 '95 '96 '97 '98 '96 '97

Sources of Operating Funds Expended

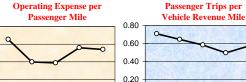




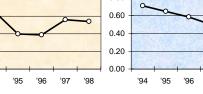


Demand Response





'98



243

'97